



International Civil Aviation Organization
Western and Central African Office

**Eleventh Meeting of the Aerodrome Operational Planning Sub-Group (AOPSG/11)
 (Dakar, Senegal, 3 to 7 August 2015)**

Agenda Item 5: RASG/AFI Runway Safety Programme

**MEASURES TAKEN TO ENHANCE RUNWAY SAFETY AND CHALLENGES IN
 ESTABLISHMENT AND IMPLEMENTATION OF RUNWAY SAFETY PROGRAMME**

(Presented by Tanzania)

SUMMARY

This Paper discusses measures taken to enhance runway safety and challenges in establishment and implementation of runway safety programmes in Tanzania at Julius Nyerere (JNIA), Kilimanjaro (KIA) and Abedi Amani Karume (AAKIA) International Airports. The Paper gives the progress towards runway safety issues at aerodromes serving international flights.

Action by the Meeting:

Action by the meeting is at Paragraph 3

1. INTRODUCTION

1.1 Tanzania has taken measures to enhance runway safety through establishment of local runway safety teams (LRSTs) at international airports using multidisciplinary approach to include aircraft operators, air navigation service providers (ANSP) and aerodrome operators, with the participation of the regulator, to prevent and mitigate effects of runway excursions and incursions and other occurrences related to runway safety.

1.2 The approach taken was to send provide runway safety guidance presentation during aerodrome certificate renewals. Consequently, JNIA has the LRST in place embedded in a safety management system committee. It comprises of the airport Director as a Chairperson and other stakeholders from the ANSP, airline operators association, commercial airline operator, general aviation community, emergency response service provider and ground handlers. The Regulator participates in the meeting of the LRST. However, the LRSTs are yet to be formed at KIA and AAKIA.

2. ESTABLISHMENT AND IMPLEMENTATION CHALLENGES OF LRSTS

2.1 Tanzania has been sensitizing the international airport operators at JNIA, KIA and AAKIA to establish LRST for about two years. Two main challenges for formation of the LRST at these airports have been identified. The first is lack of or little awareness of what actually is required to form the Team. This led to the Authority deciding that at every renewal or issuance inspection of aerodrome certificate, the programme includes presentation and guidance to establishment of the LRST. The second challenge is the operationalisation of the Team and in particular availability, participation and coordination of the various members who are required to be in the Team e.g. Pilots, ANSPs and ground operators. It is for this reason that JNIA decided to establish the Team as part of the Safety Management Committee. So far it is encouraging to note that it is functioning. While we continue to evaluate its performance in this arrangement, we are also pushing for the other International Airports to do the same.

2.2 In addition to the above challenges, it is also noted that LRST effective function is dependent on availability and effective exchange of safety information. It is an area which we still need to work on to have a mature and trustable culture for incident reporting and exchange of safety information among stakeholders as well as improving in coordination between various operating entities and persons.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) Take note of the initiative taken by Tanzania in establishing Local Runway Safety Teams at each Airports serving international flights;
- b) Take note that Tanzania has trained five participants on a Runway Safety Training course conducted on 11 - 15 November 2013 by Airports Council International (ACI) and AVIASSIST in collaboration with ESAF Regional office; and
- c) Support initiatives in sensitizing airport operators and other stakeholders in the establishment of the Teams by providing training, workshops and other means.

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